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CENTER LINE

MONTANA'S HIGHWAYS

Published bi-monthly for the employees of the
Montana Department of Highways, state-wide.

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Carpool Insurance Requirements Explained

Motorists hesitant to form car-pools because of uncertainties about insurance coverage may take heart from the results of an investigation of the matter by the Insurance Division of the Minnesota Department of Commerce, the Minnesota State Highway Department told commuters recently.

"There are two kinds of carpool arrangements," it said. "In a true carpool, each member takes his turn

driving his own car. Under these circumstances, each member's insurance company will charge a rate based on the car being used to drive to and from work, we are told. In a carpool of six commuters who take turns driving, each car would be driven to work every sixth day, and that would be classified as driving to work regularly. We are assured that there is no problem whatsoever where automobile insurance is concerned under this kind of arrangement."

The other kind of carpool has one regular driver who uses his car to take others to and from work. His passengers pay him for their rides. Many drivers who could help save gasoline, decrease traffic congestion, and cut air pollution in this way are apprehensive about the common automobile insurance policy exclusion regarding use of the vehicle as a "public or livery conveyance."

The Insurance Division contracted the underwriting departments of the five largest automobile insurance firms, as well as two insurance companies native to Minnesota, with regard to that exclusion clause. They said that, to the best of their knowledge, their own firms had never denied coverage because of it, and knew of no other insurance companies that used it in an employee carpool situation.

"Basically, what it comes down to is how the driver's insurance company regards the practice of charging for rides," the Department explained.

All of the companies agreed that as long as the charge for the ride does not exceed actual costs on a share-expenses basis, or the charge made by public transit, the customary exclusion would present no problem for that kind of carpool.

Where a driver who charges passengers for their rides keeps a complete and accurate record of expenses, there would be no question of his costs per mile to be shared among members of the carpool, insurance company spokesmen said.

If the driver does not keep such records, the companies are of the opinion that the 12¢ a mile auto-

mobile operating cost figure allowed on income tax returns would be acceptable as a basis for carpool expenses. If the driver divides his actual costs or his estimated operating expenses at 12¢ a mile by the number of carpool members, including himself, there would be no problem with the arrangement from an automobile insurance viewpoint.

Thus, if a carpool driver were to carry passengers 40 miles a day, his expenses at 12¢ a mile would be \$4.80. If he carried three passengers, he would divide the daily expense by four, paying an equal share himself, and charge his riders \$1.20 each. Alternately, he might also charge his passengers an amount equal to public transit fares. Either alternative is acceptable to the insurance companies.

The chief concern of automobile insurance companies is that the arrangement is a genuine carpool, rather than a commercial enterprise. In any case, whether it is a true carpool or one where riders pay, carpool drivers are advised to consult their insurance agents if they have any questions about carrying passengers on a regular basis.

—From Minnesota Department of Highways

The tourism industry, Montana's third largest, will be affected by the fuel crisis. One means of reducing some of the anticipated losses in revenue is through increased convention activity, said John Olson, director of convention and tours.

Many employees within the Department of Highways belong to organizations that hold meetings and conventions in other states. Montana, the "last of the big time splendors," is an excellent site for organizations, meetings. The new "Invite A Convention to Montana" program will permit employees to become personally involved in assuring that the economic stability of the state is maintained. For further information on how to invite a Convention to Montana, contact:

Convention & Tour Office
Drawer "C"
Department of Highways
Helena, Montana 59601

CENTER LINE MONTANA DEPARTMENT OF HIGHWAYS

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Newsletter published by the information unit of the Montana Department of Highways, Helena, Montana, 59601. Designed for highway personnel as a state-wide medium of information. All material in this publication may be reprinted without special permission.

BEVERLY GIBSON, EDITOR
Division Correspondents

Billings	James Young
Bozeman	Pat Letendre
Butte	Karen Markovich
Glendive	Nancy Siegle
Great Falls	Ciel Tinelli
Havre	Edna Hess
Helena	Bev Gibson
Kalispell	Loren Dollan
Lewistown	Bea Knerr
Miles City	Jean Sweeney
Missoula	Clara Neely
Wolf Point	Agnes Hesser

News items of interest to Highway Department employees are invited. They should be given to the correspondents listed above.

FHWA Demonstrates Bridge Inspection Device

The Federal Highway Administration announced plans recently to cooperate with nine States in field testing a new type of portable bridge inspection device.

The device was developed under an FHWA research and development contract by the Southwest Research Institute of San Antonio, Texas. The first of 10 of the devices to be fabricated for test purposes has been delivered to the Idaho and Montana Departments of Highways. Other participating states include Arkansas, Connecticut, Georgia, Ohio, Pennsylvania, Texas and Virginia.

The inspection device consists of two separate, self-contained portable instruments which, used in tandem, have a high potential for locating small hidden cracks in the structural members of steel bridges.

Federal Highway Administrator, Norbert T. Tiemann, pointed out that the United States has about 300,000 steel bridges.

Describing the detection instruments as "a kind of bridge inspector's stethoscope," Tiemann said this application of electronic technology "should provide a valuable and much needed tool for those state, county and city inspectors responsible for the maintenance and safety of the Nation's steel bridges."

Each of the two units consists of a compact electronic backpack and a hand-held sensor device or probe.

One unit is called an Acoustic Crack Detector (ACD). The ACD, which weighs about ten pounds, is the basic survey instrument for determining the general location of cracks in steel bridge members. Its operation depends on injection through the probe short bursts of ultrasonic energy (high frequency vibratory waves) into a steel bridge member. By measuring the resulting echoes, the probe detects the presence of cracks and their distance and direction from the probe over a range from 3 to 10 feet. The information is automatically translated by the ACD into a numerical readout which displays to the bridge

inspector the distance and direction of the crack.

The companion unit, called a Magnetic Crack Definer (MCD), weighs only 15 pounds and is used to determine the precise location and length of cracks. The MCD employs a magnetic field and two sensor devices which detect the existence of a crack where it penetrates to the accessible surfaces of steel members. Audible and visual signals are then produced when either of the sensing

coils is over the crack and positioned properly with respect to the direction of the crack.

Neither of these instruments requires any complicated adjustments or interpretations by the operator. Instead, both instruments incorporate numerous features to assure that, with limited training, operators without previous experience can use the instruments effectively.



BRIDGE INSPECTION DEVICE—Phil Kulbeck, left, from the Montana Department of Highways bridge department, is shown operating the Acoustic Crack Detector in a demonstration of the unit's ability to find and measure cracks in structural steel. Tom Courtine, of FHWA's Denver office applies glycerine to the steel to insure good contact between the probe and the metal surface.

WITH THE DIVISIONS

Great Falls

Ciel Tinelli



Ciel Tinelli

The fall season opened on a sad note in the Great Falls Division for two of our employees. Henning Lakdor, maintenanceman at Dutton, was called to California where his 19-year-old granddaughter was killed in a tragic auto accident, and Helen Hogan's mother, Mary Copenhaver, of Helena died after a lingering illness. We extend our sympathies to both Helen and Henning.

On the ailing list we have Carl Winter who was hospitalized for several weeks with a back injury, and Ray (Bud) Paulson who broke his wrist.

Anthony Strainer, who has been in the army at Okinawa, Japan, for the past 18 months, spent a month at home with his parents, Ed and Merth, and his sisters, and has now left for Fort Riley, Kansas where he will be stationed for the next year.

George and Polly Davis spent a month traveling the New England states, best part of the time in Massachusetts visiting with their son and family.

Clyde Overman, maintenanceman at Augusta, left our employ early in October to branch out in ranching with his in-laws, and Frank Kitchingman also left to work his farm in the Cascade area.

Charles (Chuck) Stephens and Anthony (Tony) Holstein both transferred to the Wolf Point division.

All of these boys resigned to try their luck elsewhere: Charles Hawn, James Harcharik, Harold Spilde, Paul Breidenbach, Dennis Higbee, Tom Johnson and Dennis Gray.

Glen Tonkin is housing his cars in his brand new garage and Rex Chamberlain is sporting a new Renault, Clyde Foster a Mazda station-wagon and Dick Gustovich a bright spanking new Chevy truck.

Dick made the local newspaper headlines a short time ago when he chased some would-be robbers down the street. I think they said he set a new track record.

Not too many got their wild game this year but the winners so far are Jim Hein, Clarence Christianson, Dale Sirucek, Harry Becker, Jim Thoroughman, and Gary Franklin. That was for elk, deer and Canadian geese, and Ross Rennick and Norm Lesofski got a moose.

When I said that Nancy Richardson got married, I misspelled her new name. It should be corrected, as she is officially now Nancy Hahn.

Lewistown

Bea Knerr

Lucky Hunters—Mr. and Mrs. Lewis Harrell and Mr. and Mrs. Charles Buck filled their freezers with wild game. Each of the girls got

their moose and Mrs. Harrell got an elk, too. The husbands "dogged" for them. Lewis is maintenance man at the River Section and Charles is manager field project unit-1. More power to you, gals. Many other hunters were lucky too, though some were not, but now it is "better luck next year."

A retirement party for Elton Strunk and Thomas Charlton drew 100 or more friends wishing them well. Barbershop Quartet from Harlowton stole the show with their variety of entertainment throughout the evening, which was thoroughly enjoyed by all. Another retirement party, for A.E. Harcharik, chief, field maintenance bureau, was held on December 1st at the Eagles Club. He has served the State Highway for 44 years.

Milo and Leona Lahn have left our "Fair City" for Arizona where they will spend the winter months, enjoying the sunshine instead of our snow and ice. See you next spring, folks.

Mr. and Mrs. Elton Strunk are busy as bees after his retirement, getting their home ready for winter in Harlowton.



THE WEAKER SEX? — Mrs. Charles Buck of Lewistown (left) and her daughter, Mrs. Lewis Harrell of Mobridge, proved this week that women can be as successful at hunting as men. On a hunting trip to the Gravelly Ridge area above Ennis Mrs. Buck got a bull moose while Mrs. Harrell bagged an elk and a cow moose. They were only able to display the heads for this

picture because they had to quarter the meat to get it out. The bull moose was estimated to weigh about 1,150 pounds alive. "It was a big thrill!" Mrs. Harrell said. The two women, who were accompanied on the trip by their husbands, agreed they would "hire our husbands again as guides the next time." (Roberta Donovan photo)

WITH THE DIVISIONS

Bowling teams are getting in practice for the state tourney (whatever date). Charles Strong is in there with several 600's to his credit already, Carl Park has rolled a few too, and many others. Bea Knerr's Lazy KX Bar team hit a score of 3,035 and got beat, though they came out first in the first round of the Wednesday Pinetoppers Ladies League.

Many lights in the office are turned off, to help with Nixon's energy program. Sure hear a lot of pro and con conversation on the 50 mile per hour speed limit—your guess is as good as mine.

Mr. and Mrs. R.W. Freeman spent four weeks in Louisiana, Mississippi visiting with his mother and other relatives in the area. On returning home they were unfortunately involved in a three-car mixup—they were the middle car. The results were: a new blue 1974 Oldsmobile, some whip lash and a bit shaken up. Very lucky—don't you think?

Butte

—Karen Markovich—

Karen Markovich, our all time, efficient news girl is temporarily on the sick list. We all hope she gets well enough to return soon since we miss her bunches. So this time Marilyn Jo Mullaney is filling in on the job of writing a few stories of interest about our great Butte division. Here goes!

Getting back to Karen, which I am sure has caused a twinge of curiosity among all of you, I'm sorry to report that she had an operation on the 4th of October. Karen tells me she feels fine now though, and hopes to be back with us soon. She also tells me that she and her fiancé, Larry Brieny have set their wedding date for the 25th of January. Karen will be on cloud nine from here on out! Much happiness is wished for her and Larry.

While I am on the subject of matrimony I would like to extend congratulations from everyone to Bill Bork and his new wife. We all wish you the best.

Mr. and Mrs. Walter Deighton are the proud parents of a baby boy, born October 4. Andrew is the name. "Drew" is going to follow in his brother Matt's footsteps, so I'm told. Many congratulations.

We had an interesting visit with Frank Hughes and his lovely wife, Rosemary recently. Frank is Flight Plans Officer on SKYLAB, with the Manned Spacecraft Center at Houston. His mother is Mary Hughes in our office. I know how proud Mary is to have a son like Frank, but I want you to know, Mary, we are all proud to have him representing our futures.

Some of the guys in Ray Masters' crew designed and built a raft that they tried out on the Missouri River. Among this bunch of guys were Gary Gilmore, Allen Watson, Jim Hinshaw, Terry Held and Ray Masters. This group of adventurers started their float trip from Fort Benton on the 24th of October and were gone for 9 days. As they ventured down the river they did some hunting, fishing, and all-around relaxing, reviving living. Their gains were three deer, some ducks, and a few pheasants.

Gary told me that they wrapped up the excursion at the head of the Fort Peck Reservoir after having traveled approximately 180 miles as the river flows. As expected, they were completely rejuvenated when they came back to work on the 5th of November.

Thelma Colvin, wife of Jack Colvin, in our construction department, is recovering from hip surgery. Thelma had her hip operated on the 22nd of October and she is feeling much better now.

Congratulations for their years of service: Jack R. Brown, 25 years and Grover A. Watson, 10 years.

Plans are in the making for the annual Highway Association Christmas party that will be held on the 15th of December. The Vigilante Riding Club Hall will be the place, "He, She and It," the band; a cocktail hour will be hosted from 7-8 P.M. followed by turkey dinner. Dining, dancing, and drinking will be enjoyed by everyone.

Kalispell

—Loren Dollan—

If the following report lacks the former style of writing, it is because Bob Finley has left our ranks and gone into retirement. You will no longer need a dictionary to decipher this report as no one else around here has the flair with words.

A combination Christmas and retirement party was held at the Eagles Hall on November 30, with an excellent turnout of engineering, maintenance and office employees. The employees retiring were Aldus Mackey from maintenance, who can now go fishing whenever he wishes, and Robert Finley from engineering, who can now devote his full time to the theater, writing, hunting and raising weird birds. Lots of luck to Aldus and Bob.

All engineering employees have come to Kalispell headquarters for the winter, with the exception of Jack Adamson, who is still assigned to inspection duties on Highway 37 in the Libby Dam area. Larry Chezick, John Wright and August Strobbe, project managers inspecting on Highway 37, have moved back to Kalispell. Jerry Rout and crew have transferred in from Polson. Jerry hasn't found an office yet but his eyes lit up when a vacancy across the street from Moose's Saloon was mentioned.

Bill Hebert, chief field maintenance bureau, has recently undergone eye surgery and is making a fine recovery. He is expected back to work shortly and I am sure he will be glad to get back, along with his wife, Kathy.

Ken Clothier, maintenance supervisor on the Kalispell section, underwent surgery and we all wish him a speedy recovery.

Don Decker, maintenance supervisor at Elmo, had his eyebrows raised recently when nearly coming into personal contact with a rattlesnake. A snake bite kit may be in order.

Bill DeChaine is the new parts runner in the Kalispell shop. We also welcome the new winter maintenance helpers Lee Lampton, Marvin Saloway, Don Lucke, Marlin Met-

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calf, George Brossman, Paul Gardner, Woodrow Bowen and Thomas Murphy.

Hunting season is finally over. There were many successful deer hunters. Some were the "east of the mountains" variety. Two successful elk hunters were Norman Nelson and Ted Sokalowski. There may have been others who we have no report on. Hunting coyotes, or yodel dogs as Willard Stockwell calls them, seems to be the upcoming sport.

Well, I don't want to irk the skiers and snowmobilers, but I hope it is a short winter.

Missoula

Clara Neely

The past hunting season was a good one for many of our people. Among the successful elk hunters were Gary Marin, Al Dutton, Jerry Tahija, Mark Anderson, Bob Meyer, Ed Johnson, Harvey Gould, Jerry Teafoe, and Bill Hughes. Bill Hughes also bagged a deer. Dwight Lohn returned from the eastern part of the state with a deer, rabbits, and pheasants, and Ben Miller returned with antelope and deer meat.



Marin

Lois Baker's husband, Herb, is slowly recovering from injuries suffered in an automobile accident on October 16.

We wish to extend our sincere sympathy to Chuck Hegman and family in the loss of his 7 week-old grandson, and to the Bill McChesney family in the tragic loss of two brothers as the result of an automobile accident near Deer Lodge.

We would also like to extend our sympathy to all of you personnel in the other divisions who have been slaving over retroactive payrolls for both maintenance and construction. Probably, when the position description questionnaires are returned to Helena, many people will be surprised to learn that there are numerous personnel in the Highway Department who have nothing to do but payroll work. This really is not the case. In reality, our brains are so numbed from working on payrolls that we can't at this point remember having ever done anything else. (I, for one, hope it is true that time heals all wounds.)

Roger Blossom and Jim Frito spent a couple of days in Missoula recently. They have developed quite a fondness for the Bozeman division.

Plans are progressing for the annual Christmas party sponsored by Local 1199. Reports are that it will be held at the Moose Lodge in Missoula on December 8.

Glendive

Nancy Siegle

As (hopefully) the last saga of the changing times in the Glendive office, Betty Henke returned to R/W and Nancy Buller moved to communications.

Dave Bacon, engineering aide II in Glendive is now the proud father of a little girl born November 3. This babe is the first for the Bacon's and we would like to congratulate them.

Jack Riley and Ed Kessell, accompanied by their wives, Betty and Maggie spent a week and a half on vacation early this winter. Points visited were Lake Tahoe, Los Angeles, Las Vegas and even Hawaii. Jack and Ed really did enjoy themselves and of course the highlights of their trip were those Hawaiian dancers! Jack says he sure is glad he brought his glasses along! (binoculars?)

Jack returned to Glendive after his trip only to find they had to be moved out of their home north of Glendive by the following weekend because the new owners were anxious to move in.

Erma Steffen, clerk II is on vacation for 3 weeks. She and husband Fred are staying out at their ranch to do a little relaxing and to keep an eye on those hunters who must really be hungry this year.

Our sympathy to Normon Entzel, maintenance foreman and his family on the loss of Normon's brother-in-law in the middle of November.

Dave Deckert, shop foreman, is in full swing trying to get his attached garage done before the snow gets too deep. From the looks of it though, it's doubtful whether he'll make it.

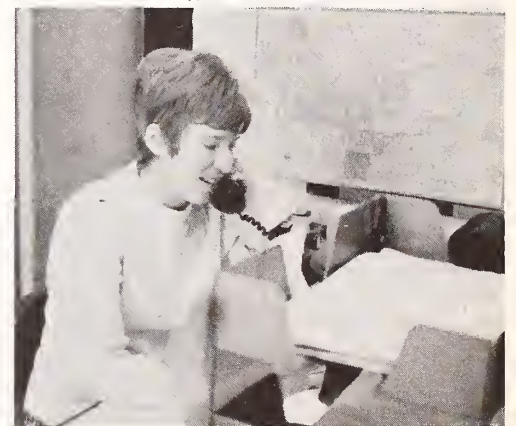
Wedding bells are soon to ring for Nancy Buller of our office. She's been busy making the dresses, headpieces and even flowers for the big day. She's getting excited but not noticeably nervous. December 7th is the day and she's counting them. We wish Nancy and Duane good luck in their future.

The Glendive division Christmas party was set for December 8 at the Montana Inn in Glendive.

Walt Miller, Glendive sectionman injured his back in an accident at work and back surgery was required. He's laid up now and will probably be for another 4 or 5 months. We wish Walt a speedy recovery and are looking forward to his returning.

Wolf Point

Agnes Heser



Agnes Heser

November is here and with it came snow and colder weather. Thanksgiving was here and Christmas is rapidly creeping up on everyone.

This month brought a lot of changes to our office. We held a retirement party for Ollie Hauge who retired as of November 16, with 11

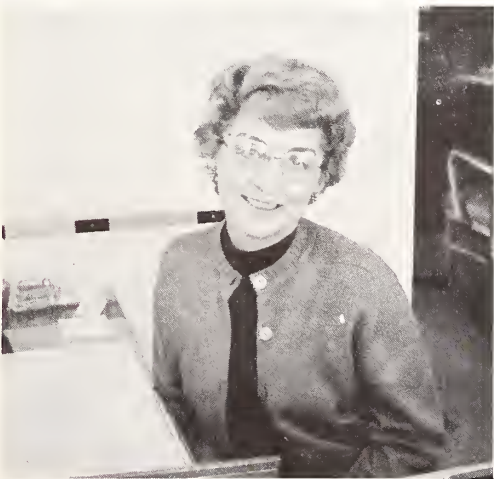
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Ollie

years of service with the highway department. We presented her with an agate-studded ash tray. We all wish her lots of luck in her retirement and will miss her around the office.

Georgia Ersness is the new girl in the office who has replaced Ollie. She began working with us November 15. Lyle Knudson is our new combinationman in the shop who started November 5. We also have a new maintenanceman in Malta, Harold Olson who began working for us on October 29. We would like to welcome these three new employees to our gang.



Georgia

Charles Stephens and Anthony Holstein transferred here from Great Falls. Charles will be working with Dewey's crew and Anthony with George's in Opheim. Other new transfers are Leonard Bray and James Bell from the Missoula area. Leonard will be working with George's crew and James with Dewey's.

Arnt Stafne, one of our summer temporaries is now a permanent employee with us in Wolf Point. Welcome to the gang.

Congratulations are in order for Dennis Olson and Edith Larter who were married on October 26. Dennis is one of our truck drivers in Wolf Point. Lots of luck to both of you in the future.

Jerry Pickthorn, nephew of Arlie Fachner, who is in the U.S. Air Force, at North Bay, Ontario; Arlie Fachner, Vernon Borden and Gunwald Brenden were on a hunting trip down in the Jordan area last weekend. They did get some deer, but rumors are that Vern lost his gloves while there.

Helena-Hdq.

Bev Gibson

Nineteen years of dedicated service to the Department of Highways ended Wednesday, Oct. 31 with the retirement of Harry M. Morley, materials supervisor.

Harry began his career with the Department in June of 1954 as a lab assistant. In his present position he reviewed and reported all test results on bituminous materials, paint and miscellaneous samples. He was responsible for conducting and carrying on communications with the field forces and materials suppliers. He also wrote asphalt certifications.

A party with cake and coffee was held in the oil room for Harry. A wallet with real money in it was presented to him from his many friends in the lab.

Grover Powers and his wife celebrated 40 years of married life November 1.

Elva Martin, accounting, and Dick Hazen, r/w utilities, were married in October.

Helena headquarters employees contributed \$3,289.05 to the Lewis and Clark United Givers fund drive.

The Christmas party was held Dec. 8 at the Civic Center. Dancing was great with the "New Found Joy" group and the food was superb.

The hiway library was dismantled in early December. All the publications of merit were sent to the State Library for centralized distribution. Librarian Faith Hustad transferred to Preconstruction section, in the surfacing unit.

Jack Whitaker has transferred from the public information office to the new State Personnel Bureau, as a personnel placement officer.

Grace Bowman is leaving her post as office manager of the Advertising Unit and will take an extended vacation before going to work for the legislature. Pat Downs, Helena, formerly with Montana Automobile Association, is taking her place. (Her hubby is a weatherman... maybe we'll get some inside information.)

When they installed the new computer they found out why Harry Alley's office in legal has been so cold. At some time during a previous installation, the air conditioning system was hooked up in a direct line



Morley, Fox

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to Harry's office, providing him with constant cold, whether he liked it or not.

Ellen Dennis reports her new Boise Cascade home is almost "all together" at their woodsy site.

The women of the department got together for cocktails and dinner Dec. 12. Some 55 attended, which guaranteed that the pace was slow in the department the next morning.

Happy holiday season to all employees, state-wide, from all Helena employees.

Havre

Edna Hess



Edna Hess

Sorry we had no news for the last issue of Centerline, but Yours Truly was on vacation and a real exciting one . . . my husband and I drove the Alcan Highway with our pickup camper 2,457 miles from our home in Havre and we were at my son's home in Fairbanks. We spent a week there, then backtracked to Haines Junction, then over to the coast to Haines, Alaska where we boarded the ferry "Taku" for a 650 mile trip down the Inland Passage and disembarked at Prince Rupert. From there we drove to Prince George and we found this area to be the most beautiful country of our entire trip. From Prince George we drove to Tacoma, Washington, stayed two days and then on home . . . 5,200 car miles and 22 days later.

New arrivals in the Havre division are a girl weighing 6 lbs. 5 oz. to Mr. and Mrs. Richard Lieberg on August 22, named Rachael Rae; a boy born to Mr. and Mrs. Leonard Knickerbocker on October 15, named Chad Michael; and a girl born to Mr. and Mrs. James Lotton on October

10, named Jamayne Lauralee. Mr. Lieberg and Mr. Lotton are both employed in the Havre area . . . Jim on maintenance and Rick on construction and Mr. Knickerbocker is employed on Jim Dolan's construction crew which is stationed at Shelby.

William Dunlop resigned August 10, to take a teaching position at Turner. He worked as maintenance-man II in the Havre section.



Ratchye

This is a picture of our office manager, Clarence Ratchye who after more than 30 years finally got a new desk and chair. All he wants to do since is relax in this manner. Well, anyway, we think he is most deserving after all these years.

Rueben Kohlman, maintenance-man V retired and was honored at a picnic in August. He is pictured with his wife, two daughters, two sons-in-law and one grandchild.

We are enclosing a picture of the latest truck purchased by the Highway Department in Havre. You no doubt have heard that it is

getting more difficult to get new equipment so this one has been revived. Really, though, it is the pride and joy of maintenanceman II Ambrose Purkett of Havre. It is a real beauty.



Purkett's Truck

Miles City

Jean Sweeney

Lloyd R. Elliott retired September 28, and was honored at a potluck dinner party Saturday evening, September 29th at the VFW Hall by fellow employees. Lloyd, who started with the highway in 1941, had worked as a mechanic and was division shop foreman at the time of his retirement. Lloyd is pictured with the large cake decorated appropriately for the occasion. He was presented with a billfold and a red toy pickup truck, which had been painted with his call letters, 52-11, and the license number of his shop



Reuben Kohnman Family

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Elliott

pickup, by Darrel Gudmundson, sign painter in the Miles City division. The pickup looked exactly like the one he had assigned to him as shop foreman. About 130 persons attended the dinner honoring Elliott and his wife, Wilma. The Elliotts plan to keep their home in Miles City but have also purchased an acreage at Marsh, Montana. They have two daughters, Mrs. Montana Ulrich of Fallon and Mrs. Joyce Ulrich of Harlowton; one son, Wayne, of Miles City; 9 grandchildren; and one great-grandchild. We all wish you many happy years of retirement, Lloyd.

Charles A. (Casey) Jones came to work a few weeks ago and complained about the pain in his left arm (just like a lot of needles sticking in his arm) and Bob Lamb, maintenance foreman took him to the local hospital where he was hospitalized. It was on a Friday that the warning came, and the next day Casey suffered a heart attack in the hospital. We are happy to report that Casey seems to be getting along fine now.

Greg Branum, son of Nancy and Jerry Branum (bridge inspector) shot down his first deer on the first day of the season. The mule buck field dressed at 212 pounds. Greg comes naturally by his love of the outdoors with its hunting and fishing. You see, he is a third generation sportsman, and the influence of his late grandfather, Rudy Branum, a

well-remembered sportsman in the Miles City area. Rudy was superintendent of the U.S. Fish Hatcheries, and Branum Lake was named for him.

George (Babe) and Agnes Mickus are the proud grandparents of a baby girl born to their daughter, Sandy and her husband Roy Anderson on November 9 at Oklahoma City, Oklahoma. She has been named Michelle Lynne and she is the first grandchild of the Mickus family. "Babe" is scale supervisor with GVW. Agnes and "Babe" were in Oklahoma City for the big event.

Mindy Dawn is the name of the new baby girl born to Dorothy and Steve Stephenson October 18 in Miles City hospital. She joins her 3-year old brother, Scott. Steve is instrumentman on Ray Garland's crew at Forsyth.

A baby boy (their first child) was born to Debbie and Tim Irion October 15 in a Miles City hospital. He was named Chad Bryan. Tim is a rodman on Robert Swanson's crew at Miles City.

Jesse I. Freshour, manager-field project unit 1, had an emergency appendectomy and spent some time in the hospital. He is back to work again.

Wilbur (Bud) J. Baker, manager-field project unit 1 (in charge of bridges) has resigned his position with the Department of Highways, and with his family has moved to a ranch just out of Richey, Montana where he begins his new career in the farm and ranch business. "Bud" has been with the Department of Highways for 16 years.



Babe & Michelle

Billings

James Young

Schultz and Meyer Construction Company of Billings was the successful bidder on the five mile section of primary highway from Rockvale to Joliet. In addition to the new rural roadway, the contract will call for improvements for the town of Joliet. When completed, this portion will make a total of ten miles of super highway on the busy Red Lodge road. John Miner, manager field project unit 1, is in charge. With John are Ron Kinsey, Bruce Opie and Arnie Weiss. The crew will have their headquarters in the town of Joliet.

A route public hearing was held November 14 in the Spring Creek school house, northwest of Hardin. The hearing was held to discuss Department of Highway plans for an 11-mile location survey on the Hardin-Sarpy secondary road. Twenty local ranchers attended the hearing and offered suggestions and



Jerry and Greg Branum

WITH THE DIVISIONS

listened to highway officials outline plans. Those attending were Big Horn County Commissioners John Besel and John Lind; Department of Highway personnel Wayne Walters, Don Anderson, and Bob Sampson of Helena; C.W. Klimper, Ed Waldhouser and Jim Young of Billings.

Bob Marvin returns to Billings and has applied for the Traffic Engineer position formerly held by Norm Gutcher. Bob was E.I.T. with Mike Zahn. Nice to see you back, Bob.

Harold Potts, supervisor field maintenance section in Hardin has retired after 31 years of service for the state. Robert L. Campbell, maintenance from Hardin has also retired. Robert has 23 years of service. Both will be missed. Lots of luck to them.

Dennis Potts has been promoted to Supervisor Field Maintenance Section in Hardin. Dennis has been working in the Busby section and will take over the position formerly held by his father.

Jerry Butkay has been appointed to fill the position held by Bob Campbell in Hardin. The best to them in their new assignments.

Stan Krohmer resigned November 23. Stan plans to work for the Montana-Dakota Utilities Company in Billings. He had been working in Custer with Bob Ewing's crew. Bob said, "I'll really hate to see him go. He's a good man."

Dave Keehn, machinist in Billings, driving his Reno Club special won top honors and the trophy in class "D" stock car races.



Keehn

Gary Weiss has been elected to the National Honor Society. He also has been selected by the coaches to the First Eastern All-State Football Team as a defensive tackle, and is included in the Honorable Mention list as a place kicker on the offensive team. Along with these honors Gary has been voted the most improved football player for Senior High School during the past year and has received a trophy and an award for the honor. Gary, place kicker for the Broncos, was injured in the next-to-last high school game. Gary suffered a torn ligament in his leg when he was "clipped" from behind during the game. Gary has added several important points to Senior's scoreboard. We wish he had been given the opportunity to add a few more. He should make excellent material for any of our Montana colleges. He also plays on the defensive team. Gary's injury is not serious and he should be out of the cast soon. He is the son of Arnie Weiss.



Tony Shore, motor pool, will give away free, one male schanuser puppy, registered. Yours for the asking and maybe the Vets bill!!

The Billings Christmas party plans were completed early. The hard working committee were Earl Brown, chairman, Ron Kinsey, Don Favero, Everett Williams, Bill Mankin and Pete Messer. Music by Jim Binkerd's Trio highlighted the evening. John Michunovich reserved the auditorium at the Shrine a year ago. That's the way to plan ahead! The party, held December 14, was for all highway employees and their ladies.



Montana Fish and Game
Photo by Eldon Smith

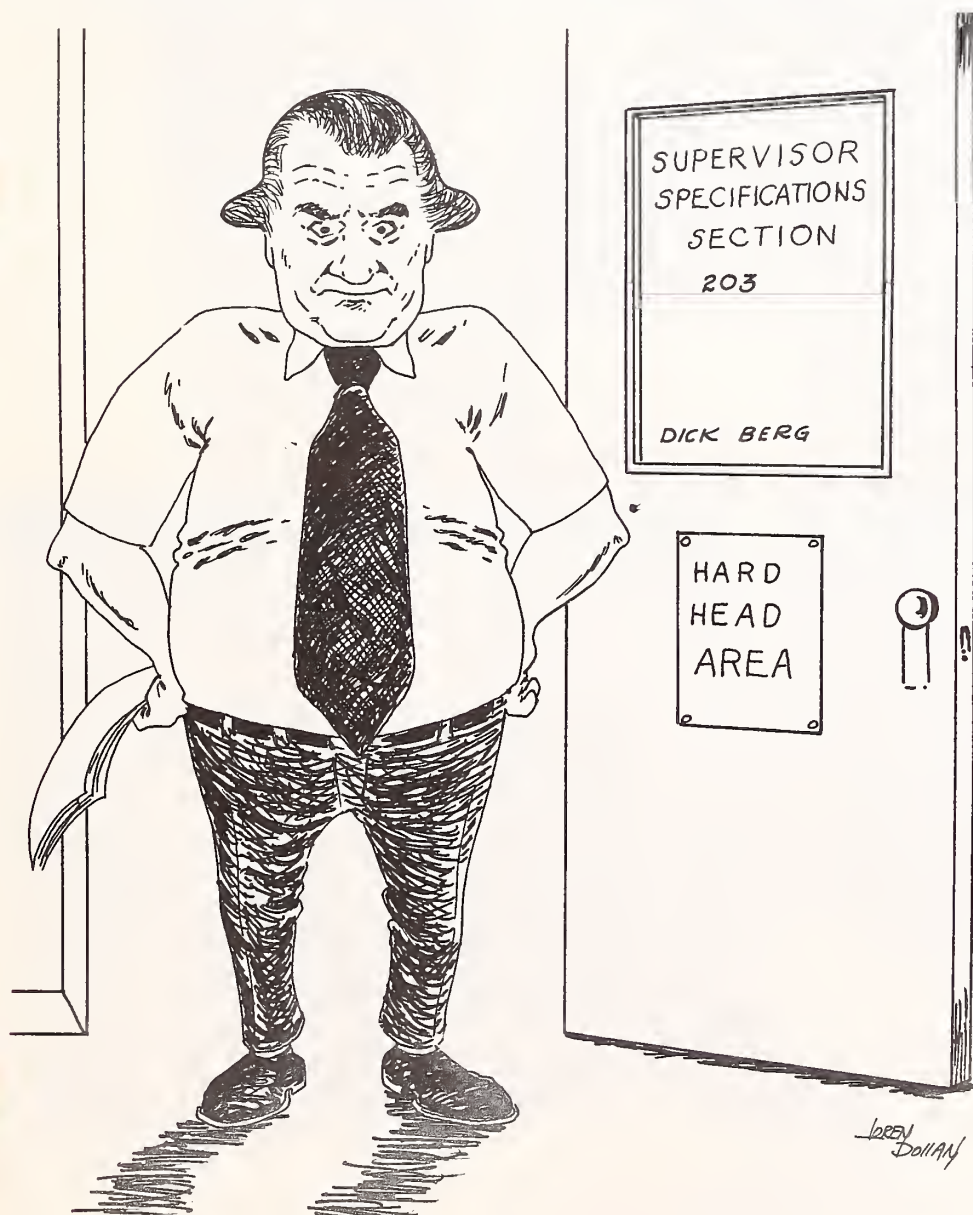
Leo Fowler, maintenanceman, reports that deer hunting near Nye this season is great. Leo had done some small game hunting in Eastern Montana years ago and decided to try for bigger game. He plans to return and get that "big buck" before the season ends or "just as soon as we get a permit from one of the ranchers up there" he said.

K.O. McCracken was in the office the other day. Walt and Margaret were seen shopping the other evening; all look great. With gasoline shortages, not many plan trips to Arizona this season. Mabel Trythal stopped to say "hello" in November. All employees wish to extend words of sympathy to Mabel on the loss of her mother on November 17.

Herb Ottman, instrumentman, has sold a cartoon caption or gag line to Bil Keane, creator and artist for "The Family Circus." Herb sent in several ideas to Bil. Bil selected the ideas he wanted and sent a check from Arizona to Herb with a short note of thanks.



Metal tube under the Interstate will house Burlington Northern rails which will move low sulphur coal to midwestern power plants. The 280 foot culvert is 28 feet high and 24 feet wide and was built without halting traffic on I-94. Transportation of coal by ten-thousand-ton unit trains will begin in middle 1974. Photo was taken before tracks were laid. (B-N Photo, John Willard)



Harcharik Retires After 44 Years

A.E. "Andy" Harcharik, chief, field maintenance bureau, Lewistown, retired at the end of December after working for the Montana Department of Highways for 44 years.

He was honored at a retirement dinner December 1 at the Eagles Club in Lewistown which was attended by over 300 people from all over the state.

Bill Woolston, chief, field maintenance bureau, Billings was master of ceremonies, introducing a number of speakers. They were Senator Earl Moritz, Lewistown; Francis "Bum" Toombs, assistant administrator, maintenance division, Helena; Jimmy Carroll, superintendent for the Center for the Aged, Lewistown; Dale Harcharik, right of way agent, Billings, and Andy's son; and Milo Lahn, retired, Lewistown.

A sagebrush money tree budding with more than \$200 was presented to Andy and his wife, Gladys. Andy was crowned "King for the Night". Employees at the Lewistown division office are preparing a scrapbook of clippings and photographs for Andy.

Charter Flight To Europe

Joe Kintli, right of way utilities, Helena, has announced the 1974 charter flight to Europe for Montana Credit Union members and their immediate families. The now-annual flight is scheduled in 1974 for July 21-August 15.

Two plans are available: participants will have the opportunity to make reservations for only the air portion of the trip, or participate in a 26-day grand tour of Europe, visiting Belgium, Germany, Austria, Hungary, Yugoslavia, Italy, Switzerland and France.

The trip will be made via Trans International Airlines, a member of Transamerica Corporation. TIA is certified as a supplemental airline by the Civil Aeronautics Board as U.S. International flag carrier, Kintli said.

Kintli added, "Last summer we filled the aircraft in a few months. We expect even a more enthusiastic response for 1974 due to the constantly increasing demand for inexpensive air transportation to Europe."

Don't be left behind! Send in your reservation to Montana Credit Union Charter Flights, P.O. Box 703, Helena Mt. 59601, or call Joe Kintli for more information at 442-1631.



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